

WEATHER FORECAST.
Cooler and probably rain to-day; to-morrow partly cloudy.
Highest temperature yesterday, 81; lowest, 57.
Detailed weather reports on editorial page.

VOL. LXXXVII.—NO. 42.

NEW YORK, SUNDAY, OCTOBER 12, 1919.—Copyright, 1919, by the Sun Printing and Publishing Association.

92 PAGES.

PRICE FIVE CENTS { In Greater New York.

MAYNARD ENDS N. Y.-SAN FRANCISCO FLIGHT; 25 HOURS IN AIR; DOCTORS ORDER WILSON TO REMAIN IN BED FOR LONG PERIOD; PORT STILL PARALYZED; 10,000 EXPRESS MEN QUIT TO-NIGHT

LONGSHOREMEN BEGIN VOTE ON ENDING TIEUP; TONS OF FOOD SPOILED

War Secretary Orders Gen. Shanks to Use Army to Operate U. S. Ships.

TAKES DRASTIC STAND

Edison Joins Williams in Appeal to Strikers to Behave Reasonably.

COAST VESSELS HELD UP

Union Leader Again Blames I. W. W. and Tells How Strike Was Forced.

The first steps toward ending the longshoremen's strike, which besides depriving more than 100,000 laboring men in New York of their pay last week has tied up all shipping in the port and made thousands of tons of food inaccessible to the consumer, were taken yesterday when the strike committee agreed to submit the question of returning to work to the individual union members by referendum vote. Balloting in some of the fifty-three locals began last night and will continue to-day and to-morrow.

This action by the strikers was followed last night by an ultimatum issued in Washington by Secretary of War Baker, who said flatly that "the ships must and will be operated." The secretary outlined the policy of the War Department as being merely an offer of union wages to longshore workers, and in the event that the Government's work was not handled at that rate "use enlisted personnel of the army or other labor if necessary."

Secretary Baker's statement was as follows: "I have directed Gen. Shanks to operate the army facilities at the Port of New York. He will employ union longshoremen at the rate of pay provided in the report of the Administrative Commission which I have approved for the War Department. Should that labor not be available, he will use enlisted personnel of the army or other labor if necessary."

"The ships operated by the War Department are public ships. They are carrying back soldiers—many of them sick and wounded—from France and carrying replacements and supplies to our army in France and Germany. These are essential war operations and neither delay nor interference can be permitted. They must and will be operated."

Voting to Last Three Days.
John F. Riley, chairman of the strike committee, expressed the belief that official returns of the vote would not be known before Wednesday. Meantime the strike will continue, efforts to extend it to all other Atlantic ports will go forward, and the 5,000 or more tons of perishable foodstuffs piled high on every pier here will proceed to rot.

Despite the appeals made by Food Administrator Williams and others, the longshoremen waive their grievance long enough to get the city's supply of food removed at once from ships in the harbor and to places from which it can be handled, the question of moving food also is to be decided by the longshoremen as a whole in the referendum.

Referendum Decided Upon.
The agreement to poll the referendum was reached at an all-afternoon meeting yesterday of the strike committee at union headquarters, 164 Elizabeth street, after representatives of the various locals had been addressed by Thomas A. Edison and Arthur Williams, Food Administrator. Mr. Edison, it was intimated by those who heard him, expressed sympathy for the strikers, praised them for their work in the war, and said: "I know I am not facing I. W. W.'s, but true blooded Americans."

The inventor said he hoped labor saving devices sometime would be installed on the piers, in connection with which an auditing system would be employed so that the laborers would receive higher wages, according to labor men who heard him.

Mr. Williams, who introduced "the American living," as the men exclaimed Mr. Edison was there himself to appeal to the longshoremen to meet foodstuffs. He had appeared at a meeting in the morning at the Produce Exchange between the national adjustment commission and the strike committee. At this time he asked for volunteers to move the 5,000 or more carloads of vegetables which are scattered on piers throughout the waterfront.

T. V. O'Connor, president of the International Longshoremen's Association, and other officials have promised the Food Administrator for several days to do everything in their power toward getting the food moved. It was pointed out, however, yesterday that the men had voted Friday night to handle no

STRIKE TO HALT DELIVERIES OF EXPRESS GOODS

Drivers to Resume To-night Tieup That Embarrassed Metropolis for Week.

ASK \$25 A MONTH RAISE

Gov. Smith Wires to Hines in an Effort to Avert Resumption of May Walkout.

Strike ridden New York probably will awake to-morrow to find another load has been added to its burden of trouble. Ten thousand expressmen will walk out to-night unless their demands are granted immediately by the United States Railroad Administration.

They struck May 7 and tied up express traffic for seven days before they agreed to lay their grievances before the Government. They asked for an increase of \$25 a month and time and a half for overtime. Not having heard from Federal authorities, the expressmen sent an ultimatum to the Railroad Administration that unless their case was settled in three weeks the strike would be resumed.

No word has been received from Washington and the tie-up is due to start when the day shift goes off duty this afternoon. Gov. Smith, in an eleven-hour effort to avert the strike, sent the following message yesterday to Walker D. Hines, Director-General of the United States Railroad Administration:

"The labor board informs me that ten thousand employed by the American Railway Express Company are in session because your adjustment board has not made award in their case which has been pending for some time. They threaten to disregard their union and a general strike is imminent. Will you be good enough to inform me when this matter will be forthcoming? I urge immediate action by your board to avoid further industrial unrest in this State."

The strike in May, caused by dissatisfaction in the wages of the Federal board, was organized so thoroughly that not a package was moved by express in Manhattan, Brooklyn or northern New Jersey. Tons of trunks and bundles accumulated in the railway stations and piers. The sale of postage stamps here jumped from \$140,000 to \$200,000 in the week of the strike.

There was no disorder, such as marked the 1910 express strike, and the union was a credit to the express company officials for its orderly conduct. The men were led to believe they had won most, if not all, of their demands and returned quietly to work after being told one week leaving their case with the division of labor of the Railroad Administration.

The employees of the American Railway Express Company organized when the Government took over the Adams, American and Wells-Fargo companies. They are affiliated with the International Brotherhood of Teamsters, which takes in the independent expressmen. Their present wage is \$130 a month for express chauffeurs, and \$80 to \$120 a month for drivers.

The strike last May will be fresh in the memory of travellers to and from the city during its progress. It was said to have caused more damage than the harbor strike, similar to the one now in progress, which occurred in April.

Michael Cashin is president of the International Brotherhood of Teamsters, with headquarters at 781 Eighth avenue; Robert E. N. Cowie, vice-president of the American Railway Express Company, in the Grand Central Terminal, will represent the Railroad Administration.

The effect of the vote probably will be to abridge or altogether stop the ferry service maintained under difficulties by the Lackawanna railroad. It also is likely to frustrate efforts of the Railroad Administration to keep part of its tug and lighters at work carrying freight.

A conference between executives of the Railroad Administration and leaders of the unions of the affiliation will be held this morning at the office of A. J. Stone, Federal manager of the United States Railroad Administration, at 80 Church street. This conference offers the chief hope of averting what threatens to become a food famine in New York this week. A substantial part of the supply of perishable foodstuffs and 50 per cent. of the milk or brought across the North River on ferriesboats each day.

Both sides allege that the other has broken the agreement that ended the harbor strike of last spring. Officials of the Railroad Administration assert that the first they knew of threatened trouble was when ferriesboats were deserted at their piers by their crews.

Peace Treaty in Force Within Week, Paris View

By a Staff Correspondent of The Sun. Copyright, 1919, all rights reserved.

PARIS, Oct. 11.—It seems certain now that the peace treaty will become effective by the end of next week. The British ratification, the first to be received, was deposited in the French Foreign Office to-day; the Italian decree will be here next week, arriving at the same time that final action is taken by France.

The Japanese delegates here say that Japan is not likely to ratify for some time, Japan apparently having decided that it would not be desirable to appear as the third ratifying Power.

This will mean that the first meeting of the Council of the League of Nations will be called before the end of October.

225,000 MINERS TO STRIKE NOV. 1

Operators Refuse Demands and Convention Is Adjourned Abruptly.

GARFIELD PLEA IGNORED

All Coal Diggers in Western Pennsylvania, Ohio, Indiana and Illinois Involved.

PHILADELPHIA, Oct. 11.—Coal operators and miners of the central and western field, which embraces western Pennsylvania, Ohio, Indiana and Illinois, came to a complete break to-day when the joint wage conference started more than two weeks ago in Buffalo, was adjourned without an agreement having been reached.

John L. Lewis, acting president of the United Mine Workers of America, announced that he would leave for his office in Indianapolis to-morrow and immediately upon his arrival there would issue an order for a strike of more than 225,000 miners effective November 1.

This announcement followed the rejection by the committee of operators of the miners' demands, which provided, among other things, for a 60 per cent. increase in wages, a six-hour day, five days' work a week, time and a half for overtime and double time for Sundays and holidays.

Will Issue Call at Once.
"I am going home to issue a strike order," said Mr. Lewis. "I shall leave this city to-morrow night and within two or three days I shall issue over my signature a call for a general strike of bituminous coal miners for November 1. I had hoped that the operators would show some signs of getting together with us. Though we made every effort to this end they did not do so and the blame rests with them."

The session here was an adjourned meeting after the conference in Buffalo had resulted in a deadlock. The operators from first to last maintained that they could not agree to the demands of the Cleveland convention and the miners declined to offer any other proposal.

The operators contended that the present wage scale could not be abrogated legally, and in this position they were supported by Dr. Harry A. Garfield, formerly United States Fuel Administrator, in a letter read at the conference to-day, which set forth that the agreement made in Washington early in 1918 was to continue in force "until peace is declared, or until March 31, 1920."

The operators argued that the wage scale is in full force and effect until April 1, 1920, or until peace is proclaimed. "The public, through the Government, was a third party to the present agreement, and in the absence of and without the consent of the third party the operators had no right to consent to the arbitrary abrogation of the existing contract, nor had they the right to agree to a new contract which would double the cost of coal and restrict the output."

The operators offered to continue under the present contract until April 1, 1920, and in the meantime to negotiate a new contract, to become effective upon the termination of the present one. "The whole situation is one of the miners' making."

Statement of the Miners.
Representatives of the mine workers issued a statement in which it is said: "The United Mine Workers regret sincerely that the joint wage conference has broken up without negotiating a new agreement. We have made every possible effort that fair men could put forth. We feel, therefore, that the operators are entirely responsible for the breaking up of the conference, and we trust that the American public will understand the true situation."

"The only thing the operators proposed to the miners in the conference was that the Washington wage agreement be continued in force until March 31, 1920. The miners rejected this proposition for the reason that it is impossible for the coal miners to make a living under the Washington agreement."

DISABILITY OF PRESIDENT NOW HELD POSSIBLE

Officials Consider Problem of Temporary Transfer of Authority.

DIFFERENCES OF OPINION

Vice-President, Under Constitution, Would Assume Executive Powers.

WASHINGTON, Oct. 11.—Hope that President Wilson soon might regain his normal health and resume fully the duties of his office was swept away to-day by his physicians, who announced it would be impossible for him to leave his bed "for an extended period."

The announcement, made after a consultation between Rear Admiral Grayson and the three other physicians aiding in the case, said there had been no interruption of the President's slow improvement, but emphasized that he still had a long road to travel before he reached complete recovery.

Although in keeping with the programme of rest originally planned for Mr. Wilson by Dr. Grayson, the physicians' announcement brought home to officials the possible effect of the President's illness on public affairs and renewed discussion as to what expedient might be adopted should the press of executive business reach a point demanding more attention than he could give it. The disposition on all sides seems to be to refrain from raising the question of the President's disability to act under the Constitution, but officials are known to have considered it as one of the possibilities of the situation.

Constitutional Provision.
The Constitution provides that in case of the President's "disability," the vice-president shall act as chief executive, but there is no precedent for such a transfer of authority, and official opinion is divided as to how it might be brought about should the necessity arise.

The physicians' announcement was not taken to mean that Mr. Wilson would be prohibited from sitting up in bed and it was considered entirely possible that he might be permitted to sign a few important bills and orders each day as his progress continues. That will be a matter, however, which those attending him must decide as time goes on, and the disposition of officials seems to be to let any question of his disability solve itself as specific cases arise.

Besides Dr. Grayson the physicians took part in the consultation were Dr. P. N. Dercum of Philadelphia, an expert on nervous disorders; Rear Admiral E. R. Sitt, head of the Naval Hospital, and Dr. Sterling Ruffin of Washington. All of them have been in close touch with the patient's condition for more than a week and they were said to be unanimous in their agreement that the President's condition is such as to necessitate remaining in bed for an extended period.

Grayson, Dercum, Ruffin, Sitt.
At 9:45 P. M. the following bulletin was issued at the White House: "The President has had a comfortable day."

Wilson Barred From Work.
None of the physicians would be more specific in predicting the extent of the President's confinement, nor would they say whether he might be permitted to give any attention to legislation and other matters awaiting his action. For several days Dr. Grayson's prohibition against work has been absolute, and although the accumulation of executive business is said not to be great, the measures now ready for executive action include the prohibition enforcement bill and important amendments to the food control act.

It is agreed on all sides, however, that mere failure to sign a legislative measure would not constitute disability, since bills passed by Congress become laws automatically. If the President fails to act within ten days after they reach him, the view of some administration officials is that measures known to have Mr. Wilson's approval could be legally written on the statute books under this provision, while those known to be unacceptable could be held up by Administration leaders in the Senate and House.

It is pointed out that most of the sweeping powers vested in the Executive as war expedients still are in the hands of the President alone. Consequently, although by common agreement each member of the Cabinet is conducting his duties as if he were President, so far as his particular department is concerned, it is suggested that cases might arise under war legislation in which any department head would be powerless.

As to who could declare the President's disability is known to present something of a puzzle to the legal advisers of the Government. The Constitution is silent on the point, and in the

Continued on Second Page.

First to Cross Continent in Air Race.



LIEUT. B. W. MAYNARD, who arrived in San Francisco after flight from New York; his dog Trixie, mascot of trip, and Mechanic William Kline (holding the dog).

U. S. TO KEEP UP DIRECT TAXES

Chairman-Good Reports They Must Continue Many Years to Meet Expenses.

BILL OF FOUR BILLION

Budget System Imperative, He Asserts, in Filing His Report.

Special Despatch to The Sun.
WASHINGTON, Oct. 11.—Direct taxation must continue to be the Government's main source of income for many years because of the nation's large war debt and increased expenditures as an aftermath of the war, Chairman Good of the Appropriations and Special House Budget committees said to-day in formally reporting the resolution providing that after July 1, 1920, one budget committee shall have charge of all appropriations.

Mr. Good estimated that the Government's expenditures will average \$4,000,000,000 annually for several years instead of about \$1,000,000,000 as in pre-war days. Because of this, he urged the necessity of the greatest possible economy and said that House leaders are certain that more money can be saved by having all appropriations voted by one committee instead of seven, as at present.

The strongest opposition to the whole budget programme that has been recommended by the special committee is expected on the plan to take away from such committees as Military, Naval and Post Office their appropriation powers by reason of the political influence such powers carry, but Mr. Good in his report urged the Representatives to subordinate their personal ambitions to the public good.

The report in part states: "For the fiscal year ending June 30, 1919, the total receipts from customs amounted to \$184,457,867, while the internal revenue, including income taxes and corporation and excess profits taxes, amounted to \$3,839,950,612."

"It is thus seen that in the future by far the greater part of the revenue required for conducting the public business must come from direct taxes. This, coupled with the further fact that the ordinary expenses for running the Government will in the future probably exceed \$4,000,000,000 a year, will cause the public to take a much greater interest than heretofore in appropriations by Congress."

The political issues of the future will not be centered around the tariff but rather around the problems of economy as reflected in the appropriations made by Congress. If this is true Congress must place itself in a position where it can meet these problems in the most efficient way. The soundest and most approved methods of business transactions must be adopted by Congress if it is to perform well and efficiently the duties which this new condition creates.

Stenograph Afire at Sea.
BOSTON, Oct. 11.—An SOS call from a steamship which reported that she was on fire was picked up here to-night. The steamship, which did not report her name, gave her position as 29-11 north, longitude 66-23 west.

A late wireless message said the vessel was the British steamship Port Chalmers, bound for London from Norfolk with a cargo of fuel.

RUSSIANS TAKE BRIDGE AT RIGA

Troops Under Col. Avaloff-Bermond Seize Viaduct Connecting With Mitau.

THORENSBERG OCCUPIED

German Forces Said to Be Beyond Control of Government at Berlin.

BOLIN, Oct. 11.—A despatch to the Lokalanzeiger from Mitau says that the troops under Col. Avaloff-Bermond this morning occupied the bridge across the Duna at Riga, connecting the Mitau suburb with Riga itself.

The troops of Avaloff-Bermond entered the outskirts of Riga Friday morning after severe fighting. This morning after more severe fighting they took the village of Thorensberg, a mile east of the Duna, by assault. Thereupon the Duna bridge into the city was occupied.

The British fleet has left Riga for an unknown destination, according to reports received by the Lokalanzeiger. A Mitau despatch says that certain of the Lithuanian troops have joined Col. Avaloff-Bermond. Strong Estonian columns are reported to be marching from Sasevold toward Riga. An Estonian transport is on the way to Libau.

Gen. von der Goltz is travelling from one unit of his army to another urging his men to return to Germany, according to the Tagblatt, which adds that this work takes considerable time because of the distances that must be covered.

German-Russian troops under Gen. von der Goltz and Col. Avaloff-Bermond intend to oust M. Umanic, Latvian Premier, take possession of Latvia, and then, with the assistance of Baltic landwehr, advance against the Bolsheviks, according to a private letter which has reached here from a German officer at Mitau. The letter outlines the plan of campaign and tells of the intention of the German troops to defy the Berlin government.

The German government is apparently genuinely anxious to liquidate the Baltic adventure, but lacks sufficient quantities of supplies being sent to Courland troops. Orders have been issued, however, suspending all leaves of absence throughout Germany for the purpose of preventing any leakage of troops in the direction of the Baltic provinces. German military action against the revolting troops is held to be impracticable because of the general attitude of officers and soldiers here.

German Government Thanked.
Col. Avaloff-Bermond has addressed a note to the German Government expressing Russia's thanks for the "unforgettable services of the German troops in saving the Russian border provinces from Bolshevism."

A Hamburg newspaper quotes an interview Gen. von der Goltz had with the correspondent of the Soldat Zeitung (soldiers' newspaper) in which the General declared the evacuation of the Baltic provinces was proceeding and that only the German soldiers who had joined the West Russian Army of Col. Avaloff-Bermond were remaining in Courland. "These troops," said Gen. von der Goltz, "are foreigners whom no govern-

Continued on Fourth Page.

Maj. Spatz and Lieut. Kiel Land at Mineola Only 20 Seconds Apart.

HAVE TO FIGHT HARD

Eastbound Aviators Meet Severe Weather Conditions Near Finish.

MAYNARD GETS A RECORD

Air Racer Is First Man to View Pacific Ocean 4 Days After Leaving the Hudson.

One aviator from Mineola reached the Pacific coast yesterday and two aviators from San Francisco reached Mineola. All three spanned the Continent in less than four days elapsed time.

Lieut. Belvin W. Maynard reached San Francisco at 1:12:07 o'clock yesterday afternoon, having flown the 2,701 miles from Mineola in 24 hours 56 minutes and 55½ seconds actual time in the air. He left Mineola at 9:24 o'clock Wednesday morning.

Lieut. Maynard is the winner of the first and most important of the three contests involved in the transcontinental flight, for he arrived at San Francisco at 4:12:07 o'clock (Eastern time), more than two hours before Major Carl Spatz reached Mineola. The two other contests for the shortest time in the air and the best performance according to airplane type have not yet been completed and will not be until the last flier reaches his destination.

Major Carl Spatz, first of the east-bound group to complete the flight from the Pacific coast, landed at Hazelhurst Field at 6:31 o'clock. He then "hopped" over the boundary to Roosevelt Field, landing there 20 seconds after Lieut. E. C. Kiel, the second Pacific coast flier.

Planes Are War Products.
All three of the fliers to finish yesterday used the De Havilland-4 plane equipped with 400 horsepower Liberty motors, both the planes and the motors being products of the war and part of the regular equipment of the air service of the American forces in France. The contestants braved every kind and variety of weather, both groups experiencing storms and snow falls in the mountains and high plateaus of the Western States. Major Spatz and Lieut. Kiel encountered rain and winds in Ohio, Pennsylvania and New York State where they had every reason to expect good weather.

Triumph for U. S. Designers.
Their triumph is therefore one not only for the fliers themselves but for American designers and engineers, who planned and constructed the motors that carried them unfalteringly from ocean to ocean.

The army air service at Washington yesterday announced that on October 20 the fliers in the transcontinental air race would begin the return trip. All fliers from San Francisco will be held at Mineola until that date, at which time they will take off and begin the long flight back to the Pacific coast. At the same time the contestants who have arrived at San Francisco from Mineola will start on the second lap of their course and fly back to New York.

Aviators to Get Needed Rest.
As many of the machines will need a thorough overhauling, and as the pilots will desire several days to rest before beginning the return flight, it was decided that it would not be advisable to try to arrange for an earlier start than the twentieth. Since at present but forty planes of the original thirty-three entries remain in the contest, it is estimated that those pilots who attempt return flights will number not more than half of the sixty-old starters from Mineola and San Francisco last Wednesday.

Lieut. Maynard, first of the trio of continent crossers to complete the flight, spent the night at Salsburg, Utah, after he had been delayed during the day by engine trouble. It was 6:47 A. M. when he took off for Nettle Mountain, Nev., the next control stop to the west. Battle Mountain was reached at 8:12.

After the half hour stop required by the rules of the contest he was off again, and at 10:23 he landed safely at Reno, Nev. Again he made only the stop required by the rules, and exactly half an hour later was on his way to Sacramento, the last control station before his final destination.

From 11:40 until 12:15 he remained on the field in the California capital while the mechanics filled the depleted tanks of his DH-4 and scrutinized every bolt and turnbuckle for the final dash to the Pacific. Less than an hour after taking off at Sacramento, Lieut. Maynard landed without incident at San Francisco, the first human being to have viewed San Francisco Bay

Continued on Fourth Page.